WHAT IS CLAIMED IS:

1. A joint for integrally rotatably connecting a rotating shaft to an output shaft of an electric motor comprising:

a first transmission member integrally rotatably mounted on the output shaft;

a second transmission member enclosing the first transmission member via a gap therebetween and providing integrally rotatable connection of the rotating shaft; and

an elastic body interposed between the first transmission member and the second transmission member for transmission of the rotation of the first transmission member to the second transmission member.

2. The joint as claimed in Claim 1, wherein the first transmission member, second transmission member and elastic body comprise cylindrical bodies.

3. The joint as claimed in Claim 2, wherein flat faces in opposed relation are formed at an outer periphery of the first transmission member and an inner periphery of the second transmission member.

4. A joint for integrally rotatably connecting a rotating shaft to an output shaft of an electric

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motor comprising:

a first transmission member integrally rotatably mounted on the output shaft;

a second transmission member enclosing the first transmission member via a gap therebetween;

an elastic body interposed between the first transmission member and the second transmission member for transmission of the rotation of the first transmission member to the second transmission member;

a third transmission member providing integrally rotatable connection of the rotating shaft; and

a torque limiter inhibiting relative rotation between the second transmission member and the third transmission member but permitting the relative rotation therebetween when the rotational resistance of the second transmission member or the third transmission member exceeds a predetermined value.

5. The joint as claimed in Claim 4, wherein the torque limiter includes a lock member locked to either one of the second and third transmission members while slidably pressed against the other transmission member, and a spring for imparting

frictional resistance to a contact surface between the latter transmission member and the lock member.

6. The joint as claimed in Claim 4, wherein the torque limiter includes a spring interposed between an end surface of the second transmission member and a spring seat formed at an end surface of the third transmission member in opposed relation with the end surface of the second transmission member for inhibiting the relative rotation between the second and third transmission members by way of frictional resistance at a contact surface between the spring and at least either one of these transmission members.

7. The joint as claimed in Claim 4, wherein the first transmission member, second transmission member, elastic body and third transmission member comprise cylindrical bodies coaxially arranged with one another.

8. The joint as claimed in Claim 7, wherein flat faces in opposed relation are formed at an outer periphery of the first transmission member and an inner periphery of the second transmission member.

9. A steering assist system for providing steering assist by transmitting the rotation of an electric motor to a steering shaft via a worm

shaft, as a rotating shaft formed with a worm, and a worm wheel meshed with the worm of the worm shaft,

wherein an output shaft of the electric motor and the worm shaft are interconnected via the joint as claimed in any one of Claims 1 to 8.

10. The steering assist system as claimed in Claim 9, wherein the worm shaft is supported in a manner to be biased toward the worm wheel and is biased toward the worm wheel by biasing means.